SHRI PRITHVIRAJ CHAVAN: Sir, as the House knows, India is planning its first scientific mission to moon, 'Chandrayaan-I', which will be launched in 2007-08. It is not a manned mission; it is a scientific mission for exploring and expanding scientific knowledge about the moon and upgrading India's technological capabilities.

As part of this mission, we have offered to the global community to carry some scientific experiments on this mission along with the five main experiments that India will have. Among various offers that have been received—we received almost 30 offers from International entities, and universities—two offers are from the United States, which are being seriously considered. If that proposal goes through, we will take free on board two of the US experiments.

NH project running behind schedule

*344. SHRI VEDPRAKASH P. GOYAL: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that a number of on-going national highway projects are running behind the scheduled time;

(b) the details of such projects and the reasons for delay, project-wise;

(c) to what extent the construction cost of each such project has been increased due to delay;

(d) the details thereof; and

(e) in what manner Government propose to meet the deadlines?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (e) A statement is laid on the Table of the House.

Statement

(a) and (b) There are 447 projects on National Highways which are running behind schedule. Details of projects with the reasons for delay are annexed. [*See* Appendix 205 Annexure No. 99]

(c) and (d) The increase in cost of construction of projects is due to various reasons such as change in scope of work, increase in quantities, delay in land acquisition and utility shifting, escalation, time overrun etc.

It is difficult to quantify the increase in cost due to time overrun (delay) alone.

(e) Regular monitoring of financial and physical progress of works with a view to removing bottlenecks is being done to avoid delays.

In addition following steps are also being taken by NHAI to expedite the implementation of National Highway Development Project:

(i) State Governments have appointed senior officers as nodal officers for resolving problems associated with implementation of the National Highway Development Project such as land acquisition, removal of utilities, forest/pollution/environment clearances etc.

(ii) A Committee of Secretaries has been constituted to address inter-ministerial and Central-States issues such as land acquisition, utility shifting, environment approvals, clearances of railway overbridges etc.

(iii) To expedite the construction of railway overbridges, an officer of the Railways has been posted to National Highways Authority of India to coordinate with Ministry of Railways. Memorandum of Understanding has been signed with M/s Indian Railway Construction Company.

(iv) Action has been taken against non performing contractors and they are not allowed to bid for future projects unless they improve the performance in existing contracts.

SHRI VEDPRAKASH P. GOYAL: Sir, the importance of the infrastructure project is so high that the whole national Press is full of charges against the Government that it has slot initiative on such an important project where the hon. Minister himself was a participant in the previous NDA Government. What has happened? What does the Press say? I will only briefly mention it. *The Times of India* writes, "In spite of the Prime Minister's thrust on infrastructure, road projects in the country have lost their way under the UPA regime. Progress reports on all major highway upgrade plans are marked red, with work either at a complete standstill or moving at snail's pace, way behind schedule." *The Business Standard* writes, "No contract had been given since May, 2004." *The Indian Express* writes, "Delays on the Delhi-Kolkata and Chennai-Kolkata stretches are the most glaring." Chennai-Kolkata connects the most important ports of the country. Delhi-Kolkata connects Bihar and UP.

MR. CHAIRMAN: You have all the information.

SHRI VED PRAKASH P. GOYAL: Sir, it is well known to the Minister and the Government. I have gone through the 17-page-statement made by the Minister in his reply.

MR. CHAIRMAN: What is your question?

SHRI VED PRAKASH P. GOYAL: Sir, my question is this. I have tried to analyse the causes which have been brushed aside as statement of causes. There is no analysis. I will analyse only three or four most important points and ask the question. My question will arise from that.

MR. CHAIRMAN: Please reply.

SHRI VED PRAKASH P. GOYAL: Sir, this is my question. Just a minute, Sir.

MR. CHAIRMAN: Your question has been put. Now, let him reply.

SHRI VED PRAKASH P. GOYAL: Sir, I have not finished my question. Let me finish my question, Sir. This is the first question that I have got in the whole session.

MR. CHAIRMAN: The first question you have put. Now, let the Minister reply.

SHRI VED PRAKASH P. GOYAL: Sir, I have not completed it.

MR. CHAIRMAN: Then you come to your second supplementary.

SHRI VED PRAKASH P. GOYAL: Sir, I will complete it in two minutes. I will not take more time.

MR. CHAIRMAN: Two minutes are ...(*Interruptions*)...

SHRI VED PRAKASH P. GOYAL: Sir, the delay in mobilisation of the contract ...(*Interruptions*)...

MR. CHAIRMAN: Don't go back to any sort of background. Come to the specific question.

SHRI VED PRAKASH P. GOYAL: Sir, I will put it in my second supplementary.

SHRI T.R. BAALU: Sir, I am very sorry that my old friend has been carried away by newspaper reports. During NDA Government's regime both of us were Members of the Council of Ministers. The hon. Member has asked about the pace of work of the National Highways. As far as NDA Government's performance is concerned, Sir, I am very sorry to say that it was 1.86 Kilometre per day. Perhaps now, it is 6.05 kilometres per day. At the same time, he is very much correct Chennai-Kolkata and Kolkata-Delhi have slowed down because of various reasons, like land acquisition problem, delay in shifting of utilities shipping activities, delay in environment clearance ...(*Interruptions*)...

SHRI NILOTPAL BASU: But in which part of the State? You have to mention all that.

SHRI T.R. BAALU: There were four contractors who have failed, who were non-performers. Those contracts with them have been terminated. As far as Delhi-Kolkata is concerned, the particular contractor ...(*Interruptions*)...

SHRI NILOTPAL BASU: Sir, there is a misleading impression going on. This road goes through many States. Unless you mention in which State land acquisition is a problem and where you are not getting other things, time and again, you are mentioning Kolkata, I think it is very bad. I think one of the best performances is there.

SHRI T.R. BAALU: Sir, my friend is very much correct. Land acquisition is not pending as far as Kolkata or West Bengal is concerned. Sir, in a particular stretch of 59 kilometres, there is a problem. China Coal and Bhageeratha, both contractors have failed and they have been terminated. As far as Shikohabad-Etawah is concerned, this was terminated. Also, as far as Etawah Bypass is concerned, the Bhageeratha's contractor has been terminated. For this particular stretch, a re-tender has been called for. We have initiated a re-tender. As far as China Coal is concerned, it has been replaced by M/s. PCL Limited and a letter has been issued by the Department. In Chennai-Kolkata, Sir, M/s. Bhumi Highway has gone to the court. That is why, we could not do anything on that particular stretch till we receive the court orders. As far as the 48-kilometre stretch of Srikakulam-Champawati is concerned, Maharia, a contractor, who had submitted a fake bank guarantee, has been terminated. Now, we are in the process of appointing a new contractor. Kolkata-New Delhi and Kolkata-

Chennai projects got delayed for various reasons which are beyond the control of the Ministry. Anyhow, we will take up the matter quickly.

SRI VED PRAKASH P. GOYAL: Sir, I have tried to analyse the reasons. I have taken up only three reasons ...(*Interruptions*)...

MR. CHAIRMAN: Don't quote reasons, please put your question.

SHRI VED PRAKASH P. GOYAL: Sir, I am asking the question. How the change in scope of work is accepted? it is the easiest method used by contractor to first make L-1 and then keep on increasing to make the money. How is it done? Mobilisation is their own responsibility. How did you qualify the contractors who could not even mobilise the resources? Also, what has the Government to do with material procurement? What is the exemplary punishment that the Government has given to any contractor, except to say that they will not be given contract in future. There are so many infrastructure projects. They will get anywhere else. They are not dependent on you only. In the Coordination Authority, various high level authorites, which you have made, there is no coordination. Each one of them will give a report. How will you coordinate and come here to tell us that this is what you have done and this is what you are doing.

SHRI T.R. BAALU: Sir, first, we declare them as non-performer, then terminate the contract and then, we blacklist them. There are procedures; in-built provisions are there ...(*Interruptions*)... No, we are not initiating criminal action unless a crime is committed by a particular contractor. As far as termination is concerned, we have got some set procedure and within the procedure, we terminate all these contracts.

MR. CHAIRMAN: Question no. 345.

श्री मंगनी लाल मंडल: महोदय, यह बड़ा महत्वपूर्ण प्रश्न है। ...(**व्यवधान**)...

MR. CHAIRMAN: Okay, Shri Tariq Anwar.

श्री तारिक अनवर: सर, राष्ट्रीय राजमार्ग के बारे में अभी मंत्री जी ने कहा कि ...(**व्यवधान**)...

श्री सभापति: आप क्वेश्चन पूछिए।

श्री तारिक अनवर: जी, मैं क्वेश्चन ही पूछ रहा हूं। उन्होंने कहा कि निर्धारित समय में काम हो रहा है, लेकिन मैं इनके नोटिस में लाना चाहता हूं कि बिहार और बंगाल को जोड़ने के लिए नेशनल हाईवे 31 और 34 को लिंक करके नेशनल हाईवे 81 उसका नाम रखा गया और 1984 से इस पर

काम शुरू हो चुका है। आज लगभग बीस साल हो गए, लेकिन यह काम पूरा नहीं हुआ है। बिहार से कोलकाता की दूरी कम करने के लिए 120 किलोमीटर का अंतर पड़ता है, अगर यह लिंक जोड़ दिया जाए, लेकिन बीस साल हो गए हैं, वह काम अभी तक पूरा नहीं हुआ है।

SHRI T.R. BAALU: Sir, as far as NH-31 is concerned, I may inform the hon. Member that a lot of forest clearances are required. We are approaching the MOEF for this purpose.

SHRI TARIQ ANWAR: But twenty years have passed!

SHRI T.R. BAALU: The NHAI has been entrusted with this particular work. Actually, in respect of the East-West Corridor, there is a delay because of the environment clearance. We are sorting out this matter in the Inter-Ministerial meeting. I have also called the particular Secretary, and we are going to have a discussion next week. But, as the same time, we want to have re-alignment for which we want to have a discussion with the concerned State Administration.

SHRI JAIRAM RAMESH: Sir, the Minister has given a 17-page answer. On the 28th of July, there was a similar question, and he had then answered on that day that 92 per cent of the Golden Quadrilateral will be completed by December 2005. 8 per cent of the project that is not completed, comes to about 600 kms. My question to him is: When will the entire Golden Quadrilateral be completed? Can he give an assurance that, by a particular date, the entire 5,600 kms. project of the Golden Quadrilateral will be complete once and for all?

SHRI T.R. BAALU: Sir, actually, 92 per cent of the Golden Quadrilateral project will be completed by December this year, and 96 per cent of the project will be completed by June next year. I cannot say by what date 100 per cent of the project will be completed because of the court cases.

SHRI RAVULA CHANDRA SEKAR REDDY: Sir, in the recent report of the Planning Commission through Mid-term Appraisal, they have mentioned that originally, the Golden Quadrilateral project was thought of completing by December 2003. Later on, it was revised to December 2004. Now, we are proposing to complete it by 2006. What is the cost escalation and how are we going to meet it? The other project is the North-South Corridor, and NH-7 is a part of the North-South Corridor. In Andhra Pradesh, the districts of Mahbubnagar, Kurnool and Anantpur are in between the North-

South Corridor on NH-7. These are the backward districts. The work on the North-South Corridor will generate employment, but the work is going on at snail's pace. When is it going to be completed and how are we going to meet the escalated cost?

SHRI T.R. BAALU: Sir, as far as escalation in cost is concerned, if there is a proposition for it in a particular tender document, we will address that problem. At the same time, the concerned tender documents did not say anything about the particular escalation. At the same time, Sir, as far as NH-7 is concerned, it forms part of the North-South Corridor. It will be completed by December 2008.

श्री मंगनी लाल मंडल: मान्यवर, माननीय मंत्री जी का जो जवाब है ...**(व्यवधान)**...

श्री सभापति: जवाब छोड़िए, आप अपना बताइए कि सवाल क्या है आपका?

श्री मंगनी लाल मंडल: मैं वही पूछ रहा हूं। सिर्फ एन॰ एच॰ 31 के बारे में बताया गया है। यह जो सौराष्ट्र से सिलचर तक ईस्ट-वेस्ट कॉरिडोर जाता है, वह बिहार में गोपालगंज में प्रवेश करके किशनगंज तक एवं उसके बाद सिल्चर तक जाता है। उसके बारे में मैं माननीय मंत्री जी से जानना चाहता हूं कि बिहार की सीमा में, गोपालगंज में जहां ईस्ट-वेस्ट कॉरिडोर की सड़क प्रवेश करती है, कितनी दूरी तक वह बनी है और उसकी क्या स्थिति है? दूसरे, एन॰ एच॰ 57 के बारे में, जिसमें कोसी पर रेल पुल बनना है, उसकी अद्यतन स्थिति क्या है, इसका कोई उल्लेख माननीय मंत्री के उत्तर में नहीं किया गया है, यही मैं जानना चाहता हूं।

SHRI T.R. BAALU: Sir, as far as NH-57 is concerned, we have just handed over the project to the NHAI.

श्री मंगनी लाल मंडल: सर, यह कोई उत्तर नहीं हुआ।...**(व्यवधान)**... मंत्री जी ने हमारे प्रश्न का उत्तर नहीं दिया है।...**(व्यवधान)**... हम अभी तक इंतज़ार कर रहे थे, लेकिन माननीय मंत्री जी बिहार के प्रति मुखातिब नहीं हैं।...**(व्यवधान)**...

श्री सभापति: हो गया, हो गया। श्री प्यारे लाल खंडेलवाल, बोलिए।

श्री प्यारे लाल खंडेलवाल: सभापति महोदय, माननीय मंत्री जी ने बहुत लम्बा-चौड़ा उत्तर दिया है। मैं एक बहुत ही स्पेसिफिक क्वेश्चन पूछना चाहता हूं कि माननीय मंत्री जी ने अपने उत्तर में कहा है ...**(व्यवधान)**...

श्री सभापति: क्वेश्चन करिए।...**(व्यवधान)**...

श्री मंगनी लाल मंडल: महोदय, मुझे आपका संरक्षण चाहिए।...**(व्यवधान)**...

श्री सभापति: मैं आपको एलाऊ नहीं कर रहा हूं, आप बैठ जाइए।...**(व्यवधान)**...

श्री मंगनी लाल मंडल: मंत्री जी ने आपके आदेश के बाद उत्तर नहीं दिया है और बिहार की परियोजना को बंद करवा दिया। ...(**व्यवधान**)...

श्री सभापति: आप बैठ जाइए। खंडेलवाल जी आप क्वेश्चन करिए।

श्री प्यारे लाल खंडेलवाल: महोदय, पश्चिमी बंगाल और बिहार में ...(**व्यवधान**)...

श्री सभापति: आप क्वेश्चन करिए वरना जवाब ऐसी जाएगा ...(**व्यवधान**)...

श्री प्यारे लाल खंडेलवाल: पश्चिमी बंगाल और बिहार में राष्ट्रीय राजमार्ग का काम ठेकेदारों ने धीमी गति से किया है, मैं माननीय मंत्री जी से यह जानना चाहता हूं कि इसका क्या कारण है और दोनों प्रदेशों में उनके ऊपर क्या कार्यवाही की गई है?

MR. CHAIRMAN: Action taken against the contractors.

SHRI T.R. BAALU: Sir, there are some built-in-conditions of a particular tender document. Unless and until it attracts such a provision, we cannot take action on this count.

MR. CHAIRMAN: Sir N.K. Premachandran. ...(*Interruptions*)...

SHRI N.K. PREMACHANDRAN: Sir, as far as Kerala is concerned, the answer shows the reasons for delay in the construction of Calicut Bypass as well as Allapuzha Bypass. Sir, thirteen years have elapsed.....

MR. CHAIRMAN: Put your question.

SHRI N.K. PREMACHANDRAN: .....in acquisition of land for Kollam Bypass. Sir, the work is not completed so far as Phase-II and Phase-III of Kollam Bypass are concerned. Could the hon. Minister tell us when this project of National Highways, Bypass at Kollam, will be completed and when these two works also will be completed?

SHRI T.R. BAALU: Sir, these matters had been sorted out last week when I met the hon. Chief Minister. It will be taken up quickly, and we will complete it within a year.

SHRI LALHMING LIANA: Sir, from the Annexure it is found that out of 138 projects listed here, 41 projects were taken up by the BRO, and the

rest by the National Highways Authority and the State PWD. There is inordinate delay. In respect of the projects taken up by the State PWD and the National Highways Authority, the delays are not due to fund constraints. But there are other reasons like the Naxalite activities, land acquisition and non-performance of contractors. But in respect of the projects taken up by the BRO, the reasons for delay are not the Naxalite activities and all that, but it is only due to fund contraints. I want to know, through you, Sir, from the Minister what action has been taken by the Government to solve this fund constraint problem in respect of the projects taken up by the BRO.

SHRI T.R. BAALU: Sir, actually, there are no fund contraints as such. In 2002-03, we have provided Rs. 8.5 crores for strategic roads; in 2003-04, we have provided Rs. 17.5 crores and in 2004-05, we have provided Rs. 19.5 crores. This year, Sir, we have provided Rs. 71 + 100 crores for strategic roads (Rs. 100 crores are for strategic roads in the State of Arunachal Pradesh.) There are no fund constraints.

राष्ट्रीय राजधानी क्षेत्र में बड़ी फैक्टरियों द्वारा श्रमिकों के साथ अनुचित व्यवहार किया जाना

*345. **श्री दारा सिंह चौहान:** क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस बात की जानकारी है कि दिल्ली और राष्ट्रीय राजधानी क्षेत्र में स्थित बड़ी-बड़ी फैक्टरियां बिहार, पूर्वी उत्तर प्रदेश, उड़ीसा, उत्तरांचल और नेपाल से सैकड़ों मजदूरों को लाती हैं और उनसे साल भर बधुंआ मजदूर के रूप में काम कराकर उन्हें मामूली सा भुगतान करके वापस उनके राज्यों/देश भेज देती हैं;

(ख) क्या यह सच है कि नामी कम्पनियां भी इस गोरखधंधे में शामिल हैं;

(ग) क्या सरकार इस मामले की गंभीरतापूर्वक जांच कराकर वास्तविकता जानने की कोशिश करेगी;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं?

श्रम और रोजगार मंत्री (श्री के० चन्द्रशेखर राव): (क) से (ङ) एक विवरण सभा पटल पर रख दिया गया है।